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AUTHORITY

AGO D/A ltr, 29 Apr 1980

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310



IN REPLY REFER TO

AD845929

AGAM-P (M) (2 Jan 69) FOR OT UT 683064

6 January 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 10th Transportation Battalion (Terminal), Period Ending 31 July 1968

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.
3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

BY ORDER OF THE SECRETARY OF THE ARMY:

1 Incl
as

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

JAN 16 1969

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UNCLASSIFIED REPORT
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DEPARTMENT OF THE ARMY
HEADQUARTERS
10TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CRB-TC-TK-CO

31 July 1968

SUBJECT: Operational Report of 10th Transportation Battalion (Terminal), for
Period Ending 31 July 1968 RCS CSFOR-65 (R1) (U)

Commanding General
United States Army Vietnam
ATTN: AVHGC-DST
APO 96375

1. (U) Section 1. Operations: Significant Activities.

a. During the reporting period there were two changes in the battalion structure. The 635th Trans Det (Tug Crew) was transferred to US Army Marine Maintenance Activity on 1 May 1968. The 263rd Trans Det (Mobile Crane) was reassigned from USASUPCOM CRB to USASUPCOM Da Nang effective 1 July 1968. Inclosure 1 shows the present organizational structure of the battalion.

b. Several significant personnel changes occurred in the 10th Trans Bn (Tml) during the reporting period. On 7 May 1968 LTC JOSEPH E. BADGER replaced LTC FRANKLIN J. GLUNN as Commanding Officer. The Battalion Executive Officer, LTC NESTOR A. MILAN who was reassigned to Turkey, was replaced by MAJ BRUCE M. BELLAMY on 28 June 1968. MAJ PETER F. HARRINGTON continued as the Battalion S-2/3. The Battalion S-1, CPT CLYDE SHELLEY, was also replaced during the cited period by 1LT DANIEL E. HAMMONTREE on 16 June 1968, on the rotation of the former. 1LT DONALD P. SHEARER who was transferred to the 24th Transportation Battalion on 26 June 1968, was replaced as the Battalion S-4 by 1LT FEAGIN M. FINLEYSON, who holds the position in addition to his assigned role as Battalion Communication Officer. Marine Maintenance Officer CW2 RONALD WITTIG was replaced by WO1 JEFFREY W. RIDLEY on 3 July 1968. CPT DAVID E. SMITH continued as company commander of the 97th Trans Co (HB) during the period. There were, however, three company command changes in the battalion. CPT LYMAN J. WALKER II, CO of the 155th Trans Co (TS) was relieved by CPT ROBERT L. RUSSELL JR on 28 May 1968; CPT ALBERT R. HEFFNER, CO

FOR OT UT
683064

Inclosure 1

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of the 116th Trans Co (TS) by 1LT MICHAEL D. BOUDREAU on 1 June 1968, and CPT ROBERT P. STEADMAN, CO 870th Trans Co (TS) by CPT HARRY J. PARASKA on 3 June 1968.

c. This battalion was engaged in terminal operations for 92 days during the reporting period. Tonnage handled by the battalion's assigned units for the months of May, June, and July was 90,737, 108,392 and 88,525 short tons respectively.

d. The battalion's personnel strength during the reporting period took an upward swing, increasing from 76% throughout May and June to 81% in July. The average personnel strength for the battalion was approximately 78%.

e. Continued emphasis was given to individual and unit training during the reporting period. All newly arrived personnel in the battalion attended the mandatory Vietnam indoctrination course conducted by US Army Support Command, Cam Ranh Bay. All units conducted an integrated training program for replacements in order to maintain maximum efficiency. In addition to the training required by USARV Reg 350-1, units in the battalion used maximum available time to conduct training in maintenance, rigging, care and cleaning of equipment, and other topics vital to the accomplishment of their assigned missions.

f. The 10th Transportation Battalion continued to exercise operational control over the RO/RO Pier and Piers 4 and 5. During the period, the 870th Trans Co (TS) focused its operations on the discharging and outloading of all Sealand and RO/RO vessels entering Cam Ranh Bay. In addition, the 870th Trans Co handled all reefer and general cargo ships not assigned to civilian contracted stevedores on those piers. The 155th Trans Co (TS) centered its operations on the discharge and outload of ammunition on pier 5, and, when required, in the stream. During the months of June and July ammo operations were transferred from pier 5 to the stream for periods of six and sixteen days respectively. This transfer was due to dredging operations being conducted in and around the ammo pier. Safety precautions, as outlined by Coast Guard advisory personnel precluded any deep draft vessel being worked on the pier while dredging operations were being conducted.

g. The 116th Trans Co (TS) continued to operate two terminal transfer yards, in addition to providing checking and documentation personnel in support of Shallow Draft Operations at South Beach. The 116th Trans Co also provided supervisory and administration and logistical support for the attached LARC Provisional Platoon.

h. During the reporting period, the 97th Trans Co (HB) supervised 10 LCU's, two in Vung Tau, one at Qui Nhon, and seven at Cam Ranh Bay. The seven on hand at Cam Ranh are employed in transporting cargo as far north as Da Nang and south as Vung Tau. This company also supervised eight separate detachments (tug boats, cranes, etc.) and maintenance operations on 33 cargo barges in support of cargo operations at Cam Ranh Bay.

2. (U) Section II, Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

a. Personnel: None

Incl 1

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b. Operations.

(1) Strapping Pallets to S&P Trailers.

(a) OBSERVATION: The use of 1 1/4 inch banding when strapping pallets to S&P trailers decreases the time required for securing the load.

(b) EVALUATION: It had been standard procedure to use 5/8 inch banding to secure cargo on S&P trailers being loaded for outloading on a RO/RO vessel. Each pallet required at least six strips of 5/8 inch banding material, and it took approximately two hours to band each trailer. Substituting 1 1/4 inch banding cut the time required to secure the loads by 50% and only half as many bands were required. Moreover, the heavier banding was much stronger and the possibility of the bands breaking or loosening in transit was significantly decreased.

(c) RECOMMENDATION: That 1 1/4 inch banding material (when available) be used for strapping pallets on S&P trailers.

c. Training: None

d. Intelligence: None

e. Logistics:

(1) Modification of TOE's.

(a) OBSERVATION: The TOE used to organize terminal service units is not appropriate for the cargo handling missions of the units attached to this battalion.

(b) EVALUATION: TOE-117D under which terminal service units are organized was devised when a 15 man hatch gang was needed to manually handle loose cargo. The majority of cargo handled at present is either palletized or containerized. This necessitates the use of material handling equipment in the hatches of cargo vessels. As a result of this increased requirement for material handling equipment, the limited number of MHE on hand required that the equipment be utilized by both day and night shifts. This constant use of MHE increases maintenance down time and lowers the life expectancy of the equipment. The cycle created by overworking MHE, resulting in equipment breakdown and a high deadline rate presents a serious problem especially when discharging vessels in the stream. Due to the time factor involved when transporting MHE maintenance personnel and parts to a vessel in the stream, a forklift that becomes deadlined halts discharge operations on the hatch for a considerable time. If a sufficient amount of MHE were available, the forklifts could be rotated during shift change, operations would not be affected, allowing ample time for the performance of maintenance without adversely affecting performance.

(c) RECOMMENDATION: Additional material handling equipment and maintenance personnel be added to the terminal service units to meet the present cargo handling requirements, and that the number of personnel per gang be reduced to ten.

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(2) Failure of 200 amp fuses on 4,000 pound electric forklifts.

(a) OBSERVATION: The deadline rate of 4,000 pound electric forklifts was extremely high due to the failure of 200 amp fuses and the burning out of electrical relays.

(b) EVALUATION: Due to operational requirements, forklifts are used for extremely long periods of time. As a result the electrical control panel runs hot causing the relay points to burn out. When the relay points burn out, it causes a short circuit and the 200 amp fuses fail. An intensive study was made to determine why this cycle was occurring so frequently. The batteries used on electrical forklifts were being changed every eight hours as required. It was found that many of the 200 amp fuses were failing in the last two hours just before the battery was changed. The batteries were then changed every six hours, cutting the replacement of 200 amp fuses by 25%. Through concentrated efforts of the supply system, 200 amp fuses are available to replace the defective fuses.

(c) RECOMMENDATION: That batteries for the 4,000 pound electrical forklift be changed after six hours of continuous use.

(3) Deadlined Rough Terrain Forklifts.

(a) OBSERVATION: Ten weight oil can be successfully substituted for hydraulic fluid in rough terrain forklift cylinders.

(b) EVALUATION: Rough terrain forklifts were frequently being deadlined due to the unavailability of hydraulic fluid used in the forklift cylinders. Hydraulic fluid was constantly being lost from the breakage of a hydraulic line in the system. A program was initiated substituting ten weight oil for hydraulic fluid in the forklift cylinders. Ten weight oil performed as well as the hydraulic fluid and decreased the deadline rate considerably.

(c) RECOMMENDATION: That ten weight oil be used in rough terrain forklift cylinders.

(4) Utilization of LARC's.

(a) OBSERVATION: The LARC V's effectiveness at Cam Ranh Bay in the shuttling of cargo from ship to shore has been reduced due to limited number of LARC's available at Cam Ranh.

(b) EVALUATION: The LARC V has proven to be a versatile amphibian vehicle, however, its role at Cam Ranh Bay has been limited to the handling of POL lines and the shuttling of personnel and batteries to vessels being discharged in the stream. The actual assigning of LARC's to move cargo has been precluded due to the lack of sufficient operational LARC's to realistically execute a stream discharge at Cam Ranh Bay. This condition results from piecemeal assigning of from two to three LARC's to each of the various outports: Phan Thiet, Nha Trang, Vung Ro Bay and Tuy Hoa. The LARC's assigned to these outports perform duties similar to those at Cam Ranh and the utilization of LARC's at the outports to haul cargo

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is the exception rather than the norm. In view of the foregoing, the functions being served by the LARC's at the outports can easily be performed by an Engineer Boat, Bridge-Erection, which is equipped with two each 90 horsepower Chrysler Engines. These boats, which cost approximately \$15,675, can replace the LARC's, which cost \$44,000, at the outports, and provide more efficient and effective service. This would release the LARC's and allow a consolidation of LARC assets at Cam Ranh Bay. With the return of the aforesaid LARC's this battalion would then possess the capability for a one-ship stream discharge by LARC's.

(c) RECOMMENDATION: The replacement of all LARC's at the outports with Engineer, Bridge Erection Boats. That all LARC's currently assigned to the outports be returned to Cam Ranh Bay.

(5) M-17 Protective Mask.

(a) OBSERVATION: The protective mask's inlet valve disk has an unusually high rate of deterioration.

(b) EVALUATION: During recent CMMI and MRI inspections an extremely high percentage of valve disks in the M-17 masks were found to be unserviceable. When the inlet valve disk has turned yellowish in color it is classified as unserviceable. The deterioration is caused by the climate and prolonged storage of the masks in the M15A1 carrier.

(c) RECOMMENDATION: That a sufficient quantity of inlet valve disks be requisitioned and kept on hand to replace unserviceable disks as needed.

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Joseph E. Badger
JOSEPH E. BADGER
ETC, TC
Commanding

AVCA CRB-TC-CO (31 Jul 68) 1st Ind
SUBJECT: Operational Report of 10th Transportation Battalion (Terminal),
for period Ending 31 July 1968 RCS CSFOR-65 (RI) (U)


DA, HQ, US ARMY TRANSPORTATION COMMAND CAM RANH BAY (PROV), APO 96312, 13 Aug 68

THRU: Commanding Officer, US Army Support Command Cam Ranh Bay, ATTN: AVCA
CRB-GO, APO 96312
Commanding General, 1st Logistical Command, ATTN: AVCA GO-O, APO 96384
Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-DT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the Army,
Washington, D. C. 20310

1. This report adequately reflects the operations of the 10th Transportation Battalion (Terminal) during the reporting period and I concur in the recommendations of the Battalion Commander with the exception of paragraph 2e(4).
2. The authorization to retain these LARC's was based on the requirement to support the outports as is now being done. There was no authority to use these vehicles in logistic-over-the-shore operations. The 10th Transportation Battalion does not have the personnel to operate a full scale operation envisioned in the recommendation contained in sub-paragraph 2e(4)(c). If bridge boats were available, it would be a more economical method of providing outport support. If and when they are made available, justification for LARC retention would no longer exist.

1 Incl
nc


ROBERT W. SHIDLER
Colonel, TC
Commanding

AVCA CRB-GO-O (31 Jul 68) 2nd Ind
SUBJECT: Operational Report of 10th Transportation Battalion (Terminal),
for Period Ending 31 July 1968 RCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, US ARMY SUPPORT COMMAND, CAM RANH BAY, APO 96312 26 AUG 1968

THRU: Commanding General, 1st Logistical Command, ATTN: AVCA GO-O,
APO 96384
Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT, APO 96558


TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C., 20310

The inclosed Operational Report submitted by the 10th Transportation
Battalion (Terminal) adequately reflects the activities of the unit
for the period indicated with the following exceptions:

- a. Paragraph 2 (3) should be deleted.
- b. Operators manual TM 10-3930-243-12, dated 9 May 1966 requires
the hydraulic system to be filled with OE-10 oil. (Lubrication Chart,
page 29).
- c. The use of Engineer Bridge Boats for cargo hauling and personnel
shuttling does not appear economical or practical. Engineer Bridge Boats
are designed as pusher boats to place floats in bridge construction.
- d. Loss of overland movement by removing LARC's still leaves a re-
quirement for haul capability on land. It would also double the cargo
transfer requirements. With heavy load transfer a crane would also be
required at the transfer pier.
- e. It is considered that a still cheaper boat of a combination
cargo, personnel carrier could be found but at a definite loss of
versatility.

FOR THE COMMANDER:

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J. B. DOME
CPT, AGC
ASST AG

AVCA GO-O (31 July 68) 3rd Ind
SUBJECT: Operational Report of 10th Transportation Battalion (Terminal)
for Period Ending 31 July 1968 RCS CSFOR-65 (R-1)

DA, Headquarters, 1st Logistical Command, APO 96384 15 SEP 1968

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375

1. The Operational Report - Lessons Learned submitted by Headquarters, 10th Transportation Battalion for the quarterly period ending 31 July 1968 is forwarded.

2. Pertinent comments follow:

a. Reference Section II, paragraph e(1). Concur. Unit has made a valid observation. It is most important that MHE in any type unit be afforded the greatest possible attention to proper care and maintenance. Forklifts used on vessels in the stream are subject to deterioration faster than those utilized in warehouses. Consideration might be given to increasing the maintenance float authorization for MHE engaged in terminal service operations and that this float be positioned near to the area of operations. Concur in the statement that the number of personnel authorized by TOE to physically handle cargo may be excessive in light of the universal increase in the use of palletized and/or unitized cargo.

b. Reference Section II, paragraph e(2). Concur. However, the following should be noted:

(1) Paragraph 5c, Section III, Chapter 4, page 19, TM 10-1690A, dtd July 1954: Lead-Acid Batteries - establishes normal discharge rate of the battery at 6 hours. This is obtained by dividing the ampere-hour rating by the normal discharge rate; 540 amp-hr divided by 90 amp/hr = 6 hours.

(2) Paragraph 39a, Section III, Chapter 5, page 58, TM 10-1690A, dtd July 1954: Nickel-Iron-Alkaline Batteries - establishes normal discharge rate of the battery at 5 hours. This is obtained by dividing the ampere-hour rating by the normal discharge rate; 450 amp-hr divided by 90 amp/hr = 5 hours.

(3) Both the lead-acid and nickel-iron-alkaline batteries are used in the 4000 lb electric forklift. These batteries, with their ratings are:

(a) C&D Batteries Inc - Mod 18CDS19, 540 amp-hr, 90 amp/hr.

(b) Exide Batteries - Mod 18TLM19, 450 amp-hr, 75 amp/hr.

AVCA GO-O (31 July 68) 3rd Ind

SUBJECT: Operational Report of 10th Transportation Battalion (Terminal)
for Period Ending 31 July 1968 RCS CSFOR-65 (R-1)

(c) Gould Batteries - Mod 18XLZ19, 495 amp-hr, 82.5 amp/hr.

(d) Nickel-Alkaline - Mod 030c8, 450 amp-hr, 90 amp/hr.

e. Reference Section II, paragraph e(5). Concur. There is presently no problem in the supply of the inlet valve disks (FSN 4240-678-0728) for the M17 protective mask. The ROs at the depots for this item are high and will be increased if demand data indicates the necessity.

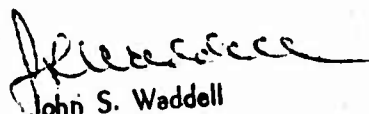
3. Concur with the basic report as modified by indorsements. The report is considered adequate.

FOR THE COMMANDER:

TEL: LBN 2684

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no

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John S. Waddell
1LT, AGC
Assistant Adjutant General

AVHGC-DST (31 July 1968) 4th Ind

MAJ Klingman/aja/LBN 4433
SUBJECT: Operational Report of 10th Transportation Battalion (Terminal),
for Period Ending 31 July 1968, RCS CSFOR-65 (RI) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 30 OCT 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 Jul 1968 from Headquarters, 10th Transportation Battalion (Terminal).

2. Comments follow:

a. Reference item concerning modification of TOE, Section II, paragraph 2e(1); and 3d Indorsement, paragraph 2a. The unit will be advised to submit MTOE action.

b. Reference item concerning deadlined rough terrain forklift, Section II, paragraph 2e(3); and 2d Indorsement, paragraphs a and b: Concur with 2d Indorsement. OE-10 is the proper fluid to be used in the hydraulic system of the forklift.

FOR THE COMMANDER:


A.R. GUENTHER

CPT. AGC

ASST. ADJUTANT GENERAL

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Cy furn:

HQ 1st Log Cmd

HQ 10th Trans Bn (Terminal)

GPOP-DT (31 Jul 68) 5th Ind

SUBJECT: Operational Report of HQ, 10th Trans Bn (Term) for Period
Ending 31 July 1968, RCS CSFOR-65 (R1)

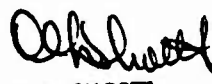
HQ, US Army, Pacific, APO San Francisco 96558 3 DEC 1968

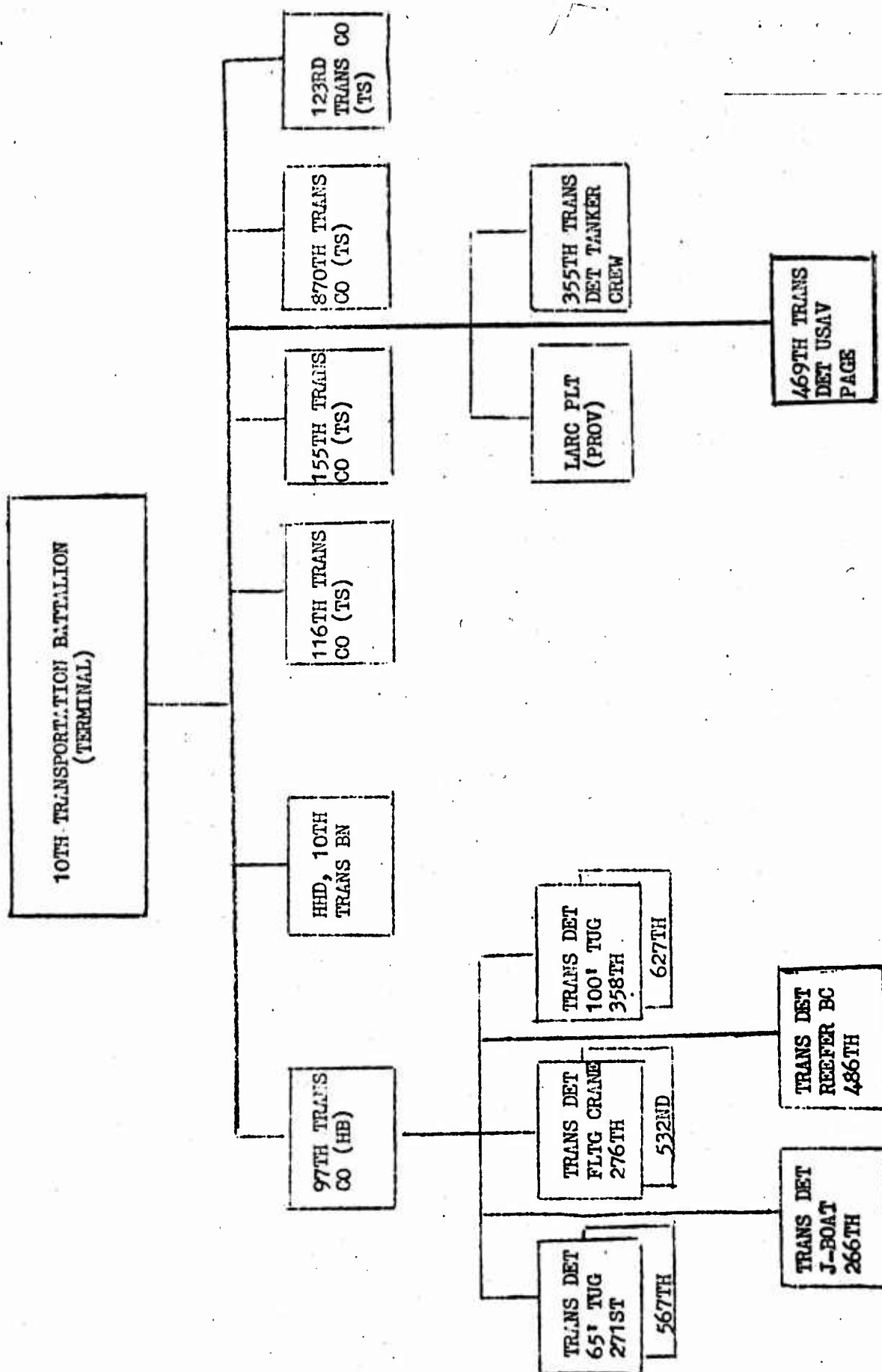
TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

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C. L. SHORTT
CPT, AGC
Asst AG



Inclosure 1

Security Classification

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

28. REPORT SECURITY CLASSIFICATION

Unclassified

2b. GROUP

Operational Report - Lessons Learned, HQ, 10th Transportation Battalion (Terminal),
Period Ending 31 July 1968

Experiences of unit engaged in counterinsurgency operations, 1 May - 31 July 1968

CO, 10th Transportation Battalion (Terminal)

DATE 31 July 1968

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7b. NO. OF REFS

b. PROJECT NO.

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13. ABSTRACT

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